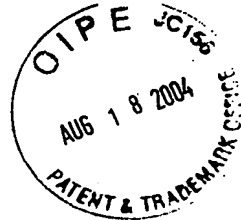


Docket No.: SBV-10656



IFW

I hereby certify that this correspondence is being deposited with the United States Postal Service with sufficient postage as first class mail in an envelope addressed to: Assistant Commissioner for Patents, Washington, D.C. 20231.

By: Kyle H. Flindt

Date: August 16, 2004

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant : Edgar Bothe, et al. Confirmation No.: 2106  
Appl. No. : 10/826,553  
Filed : April 16, 2004  
Title : Method for a Shift Control of a Power Shift Transmission  
Art Unit : 3681  
Customer No.: 24131

REQUEST FOR FILING RECEIPT CORRECTION

Hon. Commissioner of Patents and Trademarks,  
Washington, D.C. 20231

Sir:

Undersigned counsel has received the Filing Receipt for the above-identified application.

However, the foreign application information was listed incorrectly and should be as follows:

▪ **GERMANY**                      **101 53 722.0**                      **10/31/2001**

The domestic priority information was listed incorrectly and should be listed as follows:

**EUROPEAN PATENT OFFICE (EPO) PCT/EP02/10631                      9/21/2002**

It is respectfully requested that the Patent Office Records be changed and that a new Filing Receipt be issued, so that the printed patent will show the correct foreign and domestic priority information.

Respectfully submitted,

Kyle H. Flindt  
KYLE H. FLINDT  
REG NO. 42,539

Lerner and Greenberg, P.A.  
Post Office Box 2480  
Hollywood, FL 33022-2480  
Tel: (954) 925-1100  
Fax: (954) 925-1101

Enclosed: Copy of the Filing Receipt  
Copy of the first page of the Declaration  
Copy of first page of original application

/av



## UNITED STATES PATENT AND TRADEMARK OFFICE

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APPL NO.	FILING OR 371 (c) DATE	ART UNIT	FIL FEE REC'D	ATTY. DOCKET NO	DRAWINGS	TOT CLMS	IND CLMS
10/826,553	04/16/2004	3681	770	SBV-10656	2	15	1

24131  
 LERNER AND GREENBERG, PA  
 P O BOX 2480  
 HOLLYWOOD, FL 33022-2480



CONFIRMATION NO. 2106

## FILING RECEIPT



\*OC000000013081060\*

Date Mailed: 06/28/2004

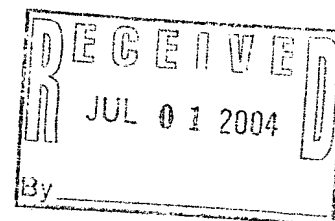
Receipt is acknowledged of this regular Patent Application. It will be considered in its order and you will be notified as to the results of the examination. Be sure to provide the U.S. APPLICATION NUMBER, FILING DATE, NAME OF APPLICANT, and TITLE OF INVENTION when inquiring about this application. Fees transmitted by check or draft are subject to collection. Please verify the accuracy of the data presented on this receipt. **If an error is noted on this Filing Receipt, please write to the Office of Initial Patent Examination's Filing Receipt Corrections, facsimile number 703-746-9195. Please provide a copy of this Filing Receipt with the changes noted thereon. If you received a "Notice to File Missing Parts" for this application, please submit any corrections to this Filing Receipt with your reply to the Notice. When the USPTO processes the reply to the Notice, the USPTO will generate another Filing Receipt incorporating the requested corrections (if appropriate).**

## Applicant(s)

Edgar Bothe, Peine, GERMANY;  
 Uwe Hinrichsen, Braunschweig, GERMANY;

## Assignment For Published Patent Application

Volkswagen Aktiengesellschaft;



## Domestic Priority data as claimed by applicant

## Foreign Applications

GERMANY 101 53 722.0 10/31/2001  
 EUROPEAN PATENT OFFICE (EPO) PCT/EP02/10631 09/21/2002

If Required, Foreign Filing License Granted: 06/25/2004

Projected Publication Date: 10/07/2004

Non-Publication Request: No

Early Publication Request: No

## Title

Method for a shift control of a power shift transmission

METHOD FOR A SHIFT CONTROL OF A POWER SHIFT TRANSMISSION

5 Cross-Reference to Related Application:

This application is a continuation of copending International Application No. PCT/EP02/10631, filed September 21, 2002, which designated the United States and was not published in English.

10

Background of the Invention:

Field of the Invention:

The invention relates to a method for a shift control of a power shift transmission, in particular of a motor vehicle,  
15 wherein, with a time overlap, an incoming or engaging clutch unit assigned to a new gear is closed and an outgoing or disengaging clutch unit assigned to the old gear is opened.

A power shift transmission is a gear shift or gear change  
20 transmission, in which, during a gear change, the transmission of force from the engine to the driven wheels of the motor vehicle is maintained. In other words, there is no interruption in traction in the event of a traction upshift in the traction mode of the motor vehicle and there is no  
25 interruption in thrust in the event of an overrun downshift in the overrun mode of the motor vehicle. Conventional types